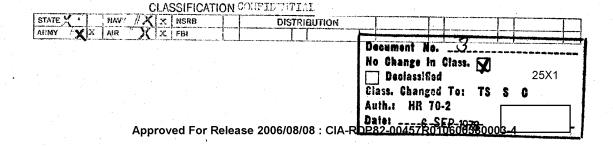
CLASSIFICATION COMPLEMENT II Approved For Release 2006/08/08 P. A. RDP82-00457R010600380003 INTELLUENA 29 INFORMATION REPORT 25X1A CD NO. COUNTRY USSR ("stonian SSR) DATE DISTR. 25 Feb. 1952 Old Harbor in Tallinn SUBJECT NO. OF PAGES 25X1A PLACE NO. OF ENCLS. 1 (2 pages) **ACQUIRED** DATE OF SUPPLEMENT TO INFO. 25X1X 🗓 REPORT NO. THE DOCEMENT CONTROLLED BY MARTINES AFFECTION OF HATOMAL DEFENSE
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- The Ild Harbor in Tallinn (59°26'N/24°U5'E) was the commercial harbor of Tallinn and was located on the eastern edge of and about 500 to 1,000 meters from the city, The commercial harbor was about 1,000 x 1,000 meters. It was formed by two moles. The noles and other harbor installations were thoroughly denolished during the war. The greater part of the destroyed places and installations had been reconstructed by February 1949. (1)
- 2. The Western and northern moles project about 800 meters into the sea in a north-easterly direction. They were soverely damaged, but the demolished parts were temperarily repaired. The signal tower, 15 meters high, situated at the end of the mole, was in 19h8; the signal station was transferred to the new five-story building belonging to the harbor authority near the foot of the mole. A tower, 5 eters high, was erected on the roof of this building
- The only entrance to the harbor, about 50 meters wide, was between the nole head and the other nole east of it. The Suda Remont docking service was located on this mole island.
- 4. The pastern mole was about 300 meters long and 8 moters wide and built of basalt. This mole was not as damaged as the western mole. During the period from 1946 to 1948, a new mole about 100 meters long was built as an extension. The latter lies off the mole island called Docking Plant. (2)
- 5. South of this breakwater and as a prolongation of the eastern mole is a quay which was always under repair by Pws. In February 1949, these repairs were not yet linished. Three store sheds, 80 x 30 meters, were erected along the quays. One of them was used for storing general cargo, the other contained sugar, while the castern most shed contained cement from Rostock and lishar. Two cranes were ready for use. A spur which was connected with the Tallinn railroad station was running along the quays and between the sheds. Tracks of a secondary railroad came from an easterly direction; lumber and peat would arrive there. This portion of the quay was used for the transshipment of goods. The water depth there was about 5 to 6 meters.



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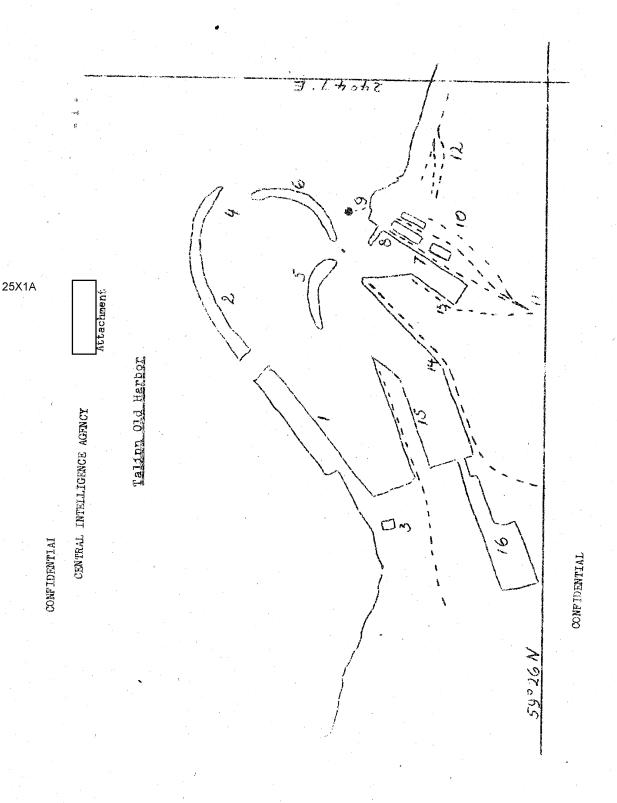
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- 6. West of this quay was the coal quay which is 200 reters long and 150 reters wide. On its eastern side was a loading bridge running on tracks. There was also a spur track where large quantities of pit coal and lignite were dumped. Eight to ten belt conveyors were available. (3)
- 7. The western side of this quay which is about 600 meters lone is built of stone. It is in a better condition than the other quays. Three cranes are available, two of them are 6-ton cranes of American origin and one is a German loading device capable of lifting 5 tone. The latter is called a Titankran. Spurs run along the whole length of the quay. Ustonian workeen said that in the summer and fall of 1948 several thousands of tanks and assault guns were loaded into former German landing crafts and transferred to the islands of Ocsel and Dagoe. (4)
- 6. The quay lying north of it on the opposite side of the harbor basin was still in a bad state of destruction and was not used. It is about 300 meters long and 30 meters wide. There was a spur track.
- 9. The commercial harbor is controlled by the custom authorities and MVD men. Dredging operations are continuously performed in the harbor basin. Until the end of 19h6 mainly dismantled goods arrived from the Seviet Zone of Germany in Soviet ships. During the following years only supply goods for Tallinn were discharged. No information on the kind, quantities, and origin of these goods are available. In winter, the approaches to the harbor are kept open by two ice-breakers which also eccert all ships.

Comments.

- (1) A sketch was made from sea chart D 36 and the observations were entered. See annex.
- (2) The information on the construction of a new breakwater has not been confirmed. It night have been necessary to build this breakwater in order to break the swells prevailing in the harbor because of the northeasterly winds. However, it is also possible that only the bridge which leads to the sea light there was reconstructed.
- (3) Until 1940, the basin between this quay and the coal quay was called Harbor Basin I.
- (h) Until 1940 the eastern portion of this quay was called the Viktoriakai while the western portion was called Baikovi Kai. The sheds which existed there as well as the sile still seem to have been destroyed. All harbor traffic seems to be handled only in Harbor Basin I and at this quay since the installations at the Kaufmannsmole (Cormercial Mole) and in Harbor Basin III are still destroyed. This portion of the harbor met all requirements. The impression is that those portions of the harbor still destroyed will not be reconstructed.

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Attachment

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Legend to Annex:

- 1 Destern Mole
- 2 Northern Mole
- 3 Harbor Administration Building with signal s:
- L Harbor entrance
- 5 Southern Mole
- 6 Eastern Hole
- 7 Eastern quay
- 8 New pile mola
- 9 Lighthouse with bridge
- 10 Store sheds
- 11 Spur tracks
- 12 Secondary railroad
- 13 Coal Quay
- 14 Western Quay
- 15 Eastern Luay, badly damaged
- 16 Herbor basin of Suda Remont shipyard.

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